

OZONE IN KANSAS CITY

The Kansas City Metropolitan area was designated as a sub-marginal ozone nonattainment area under the Clean Air Act Amendments of 1990. In 1992, the Kansas City area demonstrated compliance with the standard and was redesignated to attainment and renamed an ozone maintenance area. The Kansas City ozone maintenance area includes Clay, Jackson and Platte counties in Missouri as well as Johnson and Wyandotte counties in Kansas.

In 2001, Kansas City reported **no exceedances** of the one-hour **ozone** standard down from two **exceedances** in 2000. The table at the left shows the number of days each site reported exceeding the **ozone** standard between 1991 and 2001.

The states of Kansas and Missouri along with EPA conducted a monitoring network review during 2000. The review determined that two new monitoring sites should be installed. One site will be in north, central Clay County and the other in central Leavenworth County. The changes to the network should allow for better coverage during diverse meteorological conditions.

CONTROLLING KANSAS CITY OZONE

The Kansas City area has experienced ozone problems since the late 1970s. In response to the Clean Air Act Amendments of 1990, EPA published two regulations that reduced the Reid vapor pressure (RVP) of gasoline in the Kansas City area. From 1990 through 1997, RVP of gasoline in Kansas City has been reduced on three occasions. The latest change occurred during summer 2001. The Department of Natural Resources and

Kansas Department of Health and Environment required that 7.0 Reid Vapor Pressure gasoline be sold in the Kansas City Maintenance Area during the peak ozone season.

The Department of Natural Resources' Air Pollution Control Program developed an **ozone** control strategy after working with the Mid-America Regional Council (MARC), the Kansas Department of Health and Environment, Kansas City local agencies and industry representatives. This strategy was to be implemented in place of the contingency measures presented in the 1992 Kansas City **Ozone Maintenance State Implementation Plan**. The Department of Natural Resources presented this plan to the **Missouri Air Conservation Commission** in April 1997. The commission asked the Department of Natural Resources to remove inspection and maintenance from this plan and replace it with a more expeditious control program. After discussions with MARC and other community representatives, a control strategy including **reformulated gasoline (RFG)** was developed. The revised maintenance plan called for **RFG** to be sold in the Kansas City area starting in 2000. The **Missouri Air Conservation Commission** adopted the Maintenance Plan in February 1998. This plan required the Department of Natural Resources to recommend that the Governor of Missouri ask EPA to include the Kansas City area in the federal **RFG** program by April 2000.

RFG would have replaced low RVP gasoline as the fuel control strategy. The Department of Natural Resources and the Kansas Department of Health and Environment hosted a Fuels Summit in June 1999. This summit resulted in a recommendation to proceed with **RFG**. The governors of Kansas and Missouri opted into the **RFG** program at the end of July 1999. However, a lawsuit against EPA blocked the use of federal **RFG** in former **ozone nonattainment areas**, including Kansas City.

The petroleum interests offered to supply Kansas City with a 7.0 RVP gasoline beginning in 2001. Missouri and the state of Kansas implemented 7.0 RVP gasoline programs on June 1, 2001. Additionally, Missouri adopted new requirements for cold solvent cleaning, aerospace coatings, and Stage I vapor recovery systems. Cold cleaners are now required to use low vapor pressure solvents. A new rule controls VOC content of aerospace coatings. The Stage I Vapor Recovery program was amended to require enhanced reporting and record-keeping, increased inspection frequency and installation of pressure vacuum relief valves.

Conformity Analysis/ Determination

In accordance with the 1990 Clean Air Act - section 176(c), all transportation plans, programs and projects are required to conform to air quality plans for transportation-related pollutants in **nonattainment** and maintenance areas. The air quality conformity analysis/determination is the Clean Air Act requirement that calls for EPA, the United States Department of Transportation and various Missouri and Illinois state, regional and local government agencies to integrate the air quality and transportation planning development process. Transportation conformity supports the development of transportation plans, programs and projects that enable areas to meet and maintain national air quality standards for **ozone**, particulate matter and **carbon monoxide**, which impact human health and the environment.

The Mid-America Regional Council conducts and coordinates the air quality conformity analysis/determination for Kansas City in cooperation with the United States Environmental Protection Agency, the United States Department of Transportation and various Missouri and Kansas state, regional and local government agencies. Currently, the air quality conformity analysis/determination is performed on an annual basis.